

2b. 2014SP-003-001

1414 ROSEBANK

Map 084-01, Parcel(s) 019

Council District 07 (Anthony Davis)

Staff Reviewer: Melissa Sajid

A request to rezone from R10 to SP-R zoning for property located at 1414 Rosebank Avenue, at the northwest corner of Rosecliff Drive and Rosebank Avenue (3.68 Acres), to permit up to 30 residential dwelling units, requested by Civil Site Design Group, PLLC, applicant; LVH, LLC, owner.

Staff Recommendation: If the associated policy amendment is approved, staff recommends approval of the SP with conditions and disapproval without all conditions. If the associated policy amendment is not approved, the staff recommends disapproval.

APPLICANT REQUEST

Preliminary SP to permit 30 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan-Residential (SP-R) zoning for property located at 1414 Rosebank Avenue, at the northwest corner of Rosecliff Drive and Rosebank Avenue (3.68 acres), to permit up to 30 residential dwelling units.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *With a cluster lot subdivision, R10 would permit a maximum of 13 lots with 3 duplex lots for a total of 16 units. With a regular subdivision, the R10 zoning would permit a maximum of 16 lots with 4 duplex lots for a total of 20 units.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Supports Infill Development

This request adds additional density in an area served by adequate infrastructure, which will reduce the long-term costs of providing additional infrastructure to the area. Also, the proposed development will not generate significant numbers of additional students for schools. Therefore, this development will have little impact on school capacity. Rosebank Elementary School, Bailey Middle School and Stratford High School all have the additional capacity. In addition to supporting infill development, the proposed cottage-style development will enhance the available choices of housing stock in the area. The site is located adjacent to Rosebank Avenue, which is a collector street and would support the increased density of this development. The proposed SP includes a bicycle and pedestrian connection at Rosecliff Drive, which provides a direct route to a Metro Park.

EAST NASHVILLE COMMUNITY PLAN

Existing Policy

Residential Low Medium Density (RLM) policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

Proposed Policy

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

The proposed SP is not consistent with the existing policy. RLM would support a maximum density of 4 units per acre whereas the SP proposes 8.15 units per acre. However, a Community Plan amendment (2014CP-005-002) has been requested to change the policy from Residential Low Medium Density (RLM) to Suburban Neighborhood Maintenance (T3 NM) which would allow densities up to 20 units per acre with appropriate site and building design.

The proposed SP is consistent with the T3 NM policy. As proposed, the request reflects the predominant use in the area (single-family residential), and increased connectivity is proposed with the bicycle and pedestrian path that is proposed on

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Rosecliff Drive. In addition, the proposed development is located adjacent to a collector street, which could support greater residential density.

PLAN DETAILS

The site is located at the northwest corner of the intersection of Rosebank Avenue and Rosecliff Drive and consists of one vacant lot. All adjacent zoning is R10, and the primary use in the area is single-family residential. However, Nashville Electric Service's Rosebank substation is located to the south of the site, across Rosecliff Drive. Sidewalks are not currently located along Rosebank Avenue or Rosecliff Drive. Currently, Rosecliff Drive only serves as access to the substation.

Site Plan

The plan proposes 30 detached single-family residential units. The units are all two-stories and are 35' to the top of the roof. Steep slopes are present along the northern property lines. The site grading plan indicates that these portions of the site will be graded to a gentler slope in the building areas. Type B Landscape buffers, using existing trees where possible, are proposed along all property lines adjacent to existing single-family residential.

The overall site layout includes courtyards that are accessible by all units. The units located along Rosecliff Drive incorporate front façades along Rosecliff Drive, as well as front porches and walk-up entries that face the courtyards to the rear of the units. All other units will incorporate front porches and walk-up entries on the façades facing the courtyard to provide direct access to the open space. Representative architectural images have been provided. The plan notes that brick, cast stone, stone, cultured stone, stucco, wood and cementitious siding may be used.

Rosecliff Drive will serve as primary access to the site. The site plan proposes a bicycle/pedestrian path to connect to the existing Young's Valley subdivision to the west.

Sidewalks are proposed along Rosebank Avenue and Rosecliff Drive with additional sidewalk connections throughout the site that connect the proposed units to the interior courtyards as well as the streets. A total of 71 parking spaces are provided including eleven on-street spaces located along Rosecliff Drive and six individual unit garages. A stormwater detention facility is proposed to be located at the corner of Rosebank Avenue and Rosecliff Drive. Due to the location, it is important that the proposed stormwater detention facility is designed in a way that enhances the development and provides screening for the row of parking located to the east of Unit 1.

ANALYSIS

While the proposed SP is not consistent with the existing RLM land use policy, it is consistent with the proposed T3 NM policy. In addition, the plan meets two critical planning goals. If the associated policy amendment is approved, staff recommends approval of the SP with conditions and disapproval without all conditions. If the associated policy amendment is not approved, the staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

- N/A
- Current flow data will be required for final.

STORMWATER RECOMMENDATION

- Existing swales from Rosecliff and Rosebank shall be adequately conveyed through the site.

TRAFFIC & PARKING RECOMMENDATION

- Provide adequate sight distance at access driveways.

NASHVILLE ELECTRIC SERVICE RECOMMENDATION

- Approve with conditions
 - Existing NES facilities will need to be relocated at the developer's expense or the plan may change in order to avoid relocating existing NES facilities.
 - If the survey for the final site plan indicates that the property boundaries are different than what is shown on the approved preliminary SP and NES property is impacted, the final site plan shall be appropriately adjusted, which may cause the site layout to change and the number of units to be reduced.

PUBLIC WORKS RECOMMENDATION

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Prior to the SP Final Site Plan, provide a survey that indicates closed contours; submit a geotechnical study prepared by a licensed geotechnical engineer.
- Prior to Final SP record ROW dedication to locate proposed sidewalks within ROW.
- Remove the parallel parking stalls shown on the "private drive" at the terminus of Rosecliff Drive, these spaces do not provide an adequate turn around.
- Staff recognizes the need for connectivity and, ideally, it would be good for Rosecliff Drive to connect, but since the ROW was already abandoned several years ago, it is not possible for that to be connected today short of condemnation.

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Maximum Uses in Existing Zoning District: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Residential (210)	3.68	4.63 D	16 L	154	12	17

Maximum Uses in Proposed Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.68	-	32 U	318	20	36

Traffic changes between maximum: **R10** and proposed **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+16 U	+164	+8	+19

SCHOOL BOARD REPORT

Projected student generation existing R10 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed SP-R district: 3 Elementary 2 Middle 2 High

The proposed SP-R zoning district could generate four more students than what is typically generated under the existing R10 zoning district. Students would attend Rosebank Elementary School, Bailey Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated September 2013.

STAFF RECOMMENDATION

If the associated policy amendment is approved, staff recommends approval of the SP with conditions and disapproval without all conditions. If the associated policy amendment is not approved, the staff recommends disapproval.

CONDITIONS

1. Uses within the SP shall be limited to 30 detached residential units.
2. The SP Final Site Plan shall include landscaping to screen the row of parking located east of unit 1 to reduce visibility of the parking area from Rosebank Avenue.
3. The SP Final Site Plan shall include a sidewalk connection from the parking area north of Unit 12 to the proposed sidewalk on Rosecliff Drive, including a connection to the internal sidewalk between Units 11 and 12.
4. The final site plan shall include detailed landscape plan demonstrating that the retention/detention area at the corner of Rosebank Avenue and Rosecliff Drive enhances the development and is designed in a manner that minimizes concrete infrastructure and maximizes LID elements (i.e. similar to a raingarden). Prior to Final Site Plan submittal, the applicant shall evaluate whether small raingardens throughout the site can be utilized to reduce the size of the retention/detention area at the corner of Rosebank Avenue and Rosecliff Drive and submit findings to Planning staff and Metro Stormwater staff to review.
5. The SP Final Site Plan shall include additional parking spaces, where possible without significant retaining walls being created, on the site.
6. If the survey for the final site plan indicates that the property boundaries are different than what is shown on the approved preliminary SP, the final site plan shall be appropriately adjusted, which may cause the site layout to change and the number of units to be reduced. Changes to the layout of the units shall be consistent with the Community Plan's land use policy.
7. The SP Final Site Plan shall include a revised density calculation in the site data table to reflect the reduction in total number of units.
8. Add the following note to plan: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
9. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council

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as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.

11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

13. Prior to the SP Final Site Plan, a survey shall be provided that indicates closed contours, and a geotechnical study shall be prepared by a licensed geotechnical engineer.

14. Prior to Final SP, record ROW dedication to locate proposed sidewalks within ROW.

Ms. Sajid presented the staff recommendation of approval since the associated policy amendment was approved on the Consent Agenda.

Andrew Baird, 1603 North Observatory, spoke in favor of the application and noted that this development meets the criteria in terms of a strategic location for density. Core Development has worked with the community to find a place where the interests that the neighbors bring to the table are met.

Hal Clark, Civil Site Design Group, spoke in favor of the application and stated that his client has agreed to all staff conditions.

Caryn Lax, 2507 Lazenby Drive, spoke in opposition to the application due to insufficient infrastructure, environmental impacts, and not fitting with the character of the neighborhood.

Nancy Shelton, 2507 Lazenby Drive, spoke in opposition to the application due to increased density, environmental impact, and creating a community within a community.

Mary Pinkerton, 1103 Preston Drive, spoke in opposition to the application due to increased density.

Andrew Beaird clarified that they understand the sensitivities around density, particularly in this neighborhood. He noted that these are single family detached homes, not duplexes. Everything possible has been done to address the larger interests of the neighborhood.

Mr. Gee moved and Mr. Clifton seconded the motion to close the Public Hearing. (7-0)

Mr. Adkins asked Metro Storm Water for clarification on flooding issues.

Steve Mishu, Metro Storm Water, stated that there will be water quality requirements as well as detention. No sink holes are currently mapped. This will not be approved if it will cause any more flooding.

Mr. Adkins asked Metro Public Works for clarification on infrastructure.

Jonathan Honeycutt, Metro Public Works, stated that this development will have a negligible traffic impact.

Mr. Gee spoke in favor of staff recommendation and noted that this is a great example of infill.

Mr. Clifton spoke in favor of staff recommendation and stated that this is an opportunity to do something special in this area.

Mr. Adkins moved and Mr. Gee seconded the motion to approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2014-35

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-003-001 is **Approved with conditions and disapproved without all conditions. (7-0)**

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